

Richmond Shop Crews Work Round-The-Clock On A-Car Retrofit Project

A technically complicated project to replace obsolete automatic train control equipment on BART's A-Cars is nearing completion at the Richmond Shop.

Working three shifts per day, seven days a week, crews are fitting 136 A-Cars with the same up-to-date ATC equipment that is standard on BART's new C-Cars.

"Our crews can retrofit two cars a week, working around the clock," says Bobby Green, Richmond Shop Manager, "and we expect to finish all 136 cars by the end of June." The shop began retrofitting its first A-Car in December, 1987.

Essentially, the project consists of removing the old equipment, disconnecting all wiring links with the car, installing the new equipment and connecting the new wiring. Once the new equipment is installed and plugged in, it is run through computer-controlled simulations or tests.

The certification testing of the BART installation is performed by a technician from Westinghouse, manufacturer of the new ATC equipment. If the Westinghouse technician is not available, BART vehicle maintenance engineering performs this certification.

The entire installation procedure was written by R.J. Grimes, a BART vehicle maintenance engineer.

"BART engineering people have been on call to help us right from the beginning of this project," explains Green, who describes the retrofit project as one of the largest and most important modifications in BART's history.

Green says that the Richmond Shop was regarded primarily as a preventive maintenance facility prior to the retrofit project. Green convinced Fred Stephens, in charge of rolling stock maintenance, that the Richmond Shop should be assigned the

See **Richmond Shop**—page 2



George Moore of BART's Safety Department gets down on the trackway on the KE track at BART's 19th Street Station during an orientation for visually handicapped students from the Living Skills Center for the Blind and the Orientation Center for the Blind. Story on page 3.

"Beat The Backup" Day Boosts BART Patronage

BART ridership during the morning and evening commute hours on Tuesday, February 28—"Beat the Backup" Day—was up from the three previous Tuesdays in the month.

The highest increases in patronage on the 28th were registered for the hours beginning at 8 a.m. and at 5 p.m., with boosts of 6.2 percent and 9.2 percent, compared to average patronage for the same hours for the three previous Tuesday commutes. During the six hours of morning and evening commute time on the 28th, patronage increased by 3.25 percent over the average for the three previous Tuesday commutes.

"Beat the Backup" Day was the climax of a program to create awareness of transit issues and encourage Bay Area commuters to

use public transit. The program was sponsored by KPIX Channel 5 and News 74 KCBS, with participation by BART and other transit agencies.

For the month as a whole, BART's weekday patronage averaged 207,289 trips, 101.5 percent of forecast and ahead of February, 1988's average by 3.3 percent.

Weekend patronage during February averaged 84,618 on Saturday and 47,568 on Sunday. Both figures exceeded BART's forecast.

Patronage for the eight months of the current fiscal year through February totaled 38,961,653 trips, exceeding the District's forecast. **b2**

Smiles were the order of the day when BARTalk visited the Richmond shop to learn about the ATC retrofit on 136 A-Cars. The job is expected to be completed by the end of June.



Shown with an ATC frame assembly with pre-amp MUX (which controls the input signal to ATC) are, from left, Courtney Anderson, Leland Chew, Bobby Green, Parker Lee, Peter Sklover and Carl Hunt. Not shown are John Ferguson, Roger Henderson and Jerry Smith.



Here with one of the three automatic train protection modules that are installed on each A-Car are, from left, Dave Middleton, Jack Newcomb, Jim Easling, Norene Sun, Loren Seward and Mike Webster. Not shown are Edward Clare and Charles Loran.



Posing with a direct current relay panel are, in the middle, Karen Davies, and ringing her clockwise are, Harold Evans, Pat East, Mitch Morris, Glenda Coates and Edwin Francisco. Not shown is Dee Jackson.

Richmond Shop—from page 1

retrofit project. "Our crews were doing mostly preventive maintenance work, and doing a good job of it, but it was monotonous and they were eager for a chance to work on something else," he recalls.

Green called for volunteers from the approximately 75 technicians and mechanics at the shop and soon put together the three crews that work the midnight, swing and day shifts. Green gives credit for helping to get the project underway to Jerry Smith, an electronic technician who later was transferred by BART to Raismes in France, where the C-Cars are manufactured. After Smith departed, lead responsibilities were assumed by Leland Chew.

At first, Green remembers, the crews had problems. More than half of the first 15 cars had to be reworked when Westinghouse would not certify the installations. "Now," Green says proudly, "we have to rework less than one per cent of the jobs."

BART's new ATC equipment is an important part of the District's efforts to reduce disruption of passenger service and maintain high standards of on-time performance. Part of the new equipment consists of three computers, two of which are operational at any one time. If one computer fails, the other two can work together.

Jim King, Manager of BART's Reliability Engineering Division, which assesses the performance of the BART system and its equipment, feels that "by any standard, the new ATC is better than the former system." King says BART's ATC repair rate (including old ATC equipment not yet replaced) is "down dramatically" and that decreases can be seen in off loadings and unscheduled removals. A few problems need attention, King notes, but when they are solved, the potential for reliability from the new ATC equipment will probably exceed BART's expectations.

b3

Happy Spring!!!!



Blind Students Receive Assurance About BART's Safety And Usability

Knowledge is safety was the thought behind an orientation tour during March at the 19th Street BART Station in downtown Oakland for students from the Living Skills Center for the Blind and the Orientation Center for the Blind.

About 40 students and their instructors got "hands-on" information about the fare gates, the staircases and escalators, the platform, the train and even the trackway itself.

Probably the most feared experience for a blind person using BART would be to fall off the platform onto the trackway. BART's special platform edge detectors make this an unlikely occurrence, but it is a matter of anxious concern to many visually-handicapped people.

That's why BART Safety personnel encouraged the visitors from the two centers to get down on the trackway, to feel the rails and orient themselves to the crawl space that extends under the platform.

The orientation was conducted on the KE track on the second level of the station at a time when the track is not in use.

A train, operated by Fred Carney, was standing on the track and the students were given instructions on entering and leaving a car. It was demonstrated to the students that a train cannot move if a passenger is partly in or out one of the car doors.

"Reassurance through familiarity is what we sought to convey with the tour," says George Moore of the Safety Department, who conducted the orientation with his department colleagues Ray Cole and Kathy Roth.

Also taking part in the demonstration was Carl Heldt from Station Operations, who explained the workings of the operator's cab. **b**



Carl Heldt from Station Operations explains the operator controls in an A-Car to one of 40 visually handicapped students who took part in a safety and reassurance orientation at BART's 19th Street Station in Oakland.



Hats off to three BART employees who submitted cost-saving suggestions and received awards under the District's employee suggestion program.

George Yared, who works for rolling stock maintenance, received \$1,165 for suggesting a change in the procedures for lubricating motor alternators.

Glenda Coates, also from rolling stock maintenance, received \$479 for recommending that a longer cord be fitted to P-Signal Boxes during certain tests, making it possible to carry out the tests more efficiently.

Michael Brown of employee relations received \$120 for suggesting a procedure that reduced costs in converting MICOM disks.

Jerry Jaramillo and Dorine Hojna were typical early-morning commuters. He caught the 7:35 train in South Hayward. She caught the 7:45 train at Bay Fair. They struck up a conversation one morning, gradually got acquainted and—you guessed it! Wedding bells rang recently. The preacher asked, "What do you bring to this marriage, Dorine?" "All my love," she replied. "And the preacher turned to the groom. "And what do

you bring to this marriage, Jerry?" "My BART ticket!" said Jerry and whipped the ticket out of his tuxedo pocket. ScuttleBART thanks Jerry Hartley for this item. He's a friend of the bride and groom and station agent at South Hayward.

Don't despair, if you are one of the BART employees who depended on the employee parking lot at the Daly City Station. As soon as construction on the turnback, yard and shops is completed—probably by the end of this calendar year—the lot will be made available again to BART employees.

So you think you're pretty good about getting to work on time? Don't pat yourself on the back yet. Manual Leitao, who works in the Oakland Shops hasn't been late for work—even once—since he first went to work for BART on September 14, 1970.

Winners of tickets for the VIP box at a Warriors game were Steve Marriott, A-line Supervisor, Nancy Morgan, Train Operator at the Hayward Yard, Ken Nickless, Maintenance Worker at the Hayward Shop, Jamie Ulbaldo, Documentation, and Per Waara, Maintenance Worker at the Hayward Shop. The tickets were awarded at the recent KNBR/BART at the Warriors promotion. **b**



Sergeant stripes were awarded recently to Greg Savage, left, Maria Marti and Nelton Joe. Joe has been a member of BART's Police force since 1978. Marti and Savage joined the force in 1981 and 1982.

BARTTalk

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BART Will Be Ready For Bay-To-Breakers Run On Sunday, May 21



Expectant runners line up to exit the Embarcadero Station before the start of last year's Bay-to-Breakers race. BART carried more than 20,000 racers and rooters to and from the race in special trains that got passengers to downtown San Francisco before 8 a.m. A full schedule of special trains will run again this year on Sunday, May 21.

BART will offer special early morning trains again this year to get runners and rooters to downtown San Francisco for the start of the Bay-to-Breakers race on Sunday, May 21.

The first train of the morning will leave the Pleasant Hill Station at 6:02 a.m., arriving at the Embarcadero Station at 6:42 a.m. and at the Montgomery Street Station at 6:44 a.m. On other lines, the first trains leave the Fremont Station at 6:06 a.m., the Richmond Station at 6:16 a.m., and the Daly City Station at 6:29 a.m.

Last year BART carried 20,239 runners and onlookers to and from the race, two percent more than the year before. **b3**

Getting Ready For The Big Shake

What should you do before, during and after an earthquake? That's a question that concerns everyone and, fortunately, there are timely answers available during the current Earthquake Preparedness Month.

BART, along with local and state governmental agencies, plus businesses throughout California, are all cooperating to make the public aware that surviving a major earthquake is not a case of luck. Your chance of survival is increased by being aware of potential hazards and taking some basic earthquake preparedness steps.

Enclosed with this issue of BARTalk is a leaflet prepared by the Bay Area Regional Earthquake Preparedness Project. Read it, talk with your family about it and be prepared to beat the quake! **b3**

Cinco de Mayo Festivities at Lake Merritt Plaza

A Cinco de Mayo—the Fifth of May—celebration will be held again this year in the plaza adjoining BART's Lake Merritt headquarters.

The celebration, complete with music, dancing and refreshments, will be held from 11:30 a.m. to 1:30 p.m. on Friday, May 5.

The U.S. Navy Band will be on hand to play the national anthems of Mexico and the United States. Traditional mariachi music will be performed for the seventh consecutive year by the Ballet Folklórico de Carlos Marenos as dancers swirl and twirl.

Scheduled speakers include BART President Arlo Hale Smith, General Manager Keith Bernard, Hank White, President of A.T.U. 1555, Milt Waalkens, President of UPE 790, and Linda Vasquez from Station Operations, chairperson again this year of BART's Cinco de Mayo committee.



Twirling dancers will add colorful spectacle to the Cinco de Mayo celebration scheduled for May 5 in the plaza adjoining the Lake Merritt headquarters.

Mexican Independence. Right? Wrong!

If you think that traditional Cinco de Mayo festivities commemorate Mexico's independence from Spain, you'd best think again.

Actually, Cinco de Mayo observances mark the day in 1862 when the Mexican Army, commanded by General Ignacio Zaragoza, defeated an invading French army near the City of Puebla. The French army at the time was regarded as the world's most powerful.

The defeat marked the beginning of the end for the presumptuous and ambitious plans by French Emperor Napoleon III to conquer the entire American continent.

General Zaragoza sent a message to Mexico's president: "The National Armed Forces were today enhanced by glory."